

TANSAN WATER
Per Case of 4 Doz. Pints. \$6.00
H. PRICE & CO.
12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857

GRAND PRIX PARIS 1900.
The Highest Possible Award.
JOSEPH GILLOTT'S PENS.
Of Highest Quality, and having
Greatest Durability are there-
fore CHEAPEST.
The Only Award, Chicago, 1893.
Numbers for use at BAZAAR
Barrel Pens, 25¢, 25¢, 25¢.
Slip Pens, 33¢, 33¢, 33¢, 33¢, 33¢.
In Fine, Medium, and Broad Points.
The New Turned-up Point 1032.

No. 13,609 號玖零百陸千叁萬壹第 日肆十月玖年柒十二緒光 HONGKONG, FRIDAY, OCTOBER 25, 1901 伍拜禮 號伍十式月十年壹零百九千壹英港香 PRICE, \$2½ PER MONTH

CHAMPAGNE

JULES MUMM

Per Case, PINTS, \$50; QUARTS, \$48.

A. S. WATSON & CO. LIMITED,

THE HONGKONG DISPENSARY.

CUTLER PALMER AND CO.

WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central.

JOHN WALKER & SONS'

FAMOUS

KILMARNOCK WHISKY.

This World-renowned
Fine Old HIGHLAND WHISKY,
Sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong of their Agents.
SIEMSEN & CO.
Hongkong, 1st January, 1901.

CUTLER, PALMER & CO.'S

PRICE \$10.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY

Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSEN & CO. Hongkong.

**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.**

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 10 minutes.

8.30 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 10.30 a.m. Every 10 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 11.30 a.m. Every 10 minutes.

11.30 a.m. to 12.00 p.m. Every 10 minutes.

12.00 p.m. to 12.30 p.m. Every 10 minutes.

12.30 p.m. to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 1.30 p.m. Every 10 minutes.

1.30 p.m. to 2.00 p.m. Every 10 minutes.

2.00 p.m. to 2.30 p.m. Every 10 minutes.

2.30 p.m. to 3.00 p.m. Every 10 minutes.

3.00 p.m. to 3.30 p.m. Every 10 minutes.

3.30 p.m. to 4.00 p.m. Every 10 minutes.

4.00 p.m. to 4.30 p.m. Every 10 minutes.

4.30 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 5.30 p.m. Every 10 minutes.

5.30 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 6.30 p.m. Every 10 minutes.

6.30 p.m. to 7.00 p.m. Every 10 minutes.

7.00 p.m. to 7.30 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. & 9 p.m., 9.45 to 11.15 p.m., very 1 hour.

SUNDAYS.

8.30 a.m. to 8.50 a.m. Every 15 minutes.

8.50 a.m. to 9.10 a.m. Every 15 minutes.

9.10 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 9.50 a.m. Every 15 minutes.

9.50 a.m. to 10.10 a.m. Every 15 minutes.

10.10 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 10.50 a.m. Every 15 minutes.

10.50 a.m. to 11.10 a.m. Every 15 minutes.

11.10 a.m. to 11.30 a.m. Every 15 minutes.

11.30 a.m. to 11.50 a.m. Every 15 minutes.

11.50 a.m. to 12.10 p.m. Every 15 minutes.

12.10 p.m. to 12.30 p.m. Every 15 minutes.

12.30 p.m. to 12.50 p.m. Every 15 minutes.

12.50 p.m. to 1.10 p.m. Every 15 minutes.

1.10 p.m. to 1.30 p.m. Every 15 minutes.

1.30 p.m. to 1.50 p.m. Every 15 minutes.

1.50 p.m. to 2.10 p.m. Every 15 minutes.

2.10 p.m. to 2.30 p.m. Every 15 minutes.

2.30 p.m. to 2.50 p.m. Every 15 minutes.

2.50 p.m. to 3.10 p.m. Every 15 minutes.

3.10 p.m. to 3.30 p.m. Every 15 minutes.

3.30 p.m. to 3.50 p.m. Every 15 minutes.

3.50 p.m. to 4.10 p.m. Every 15 minutes.

4.10 p.m. to 4.30 p.m. Every 15 minutes.

4.30 p.m. to 4.50 p.m. Every 15 minutes.

4.50 p.m. to 5.10 p.m. Every 15 minutes.

A PRESENT

ACCEPTABLE TO ALL

IS A

**BOX OF CADBURY'S
PURE CHOCOLATE.**

WE HAVE JUST LANDED AND HAVE NOW ON SHOW A
LARGE ASSORTMENT IN FANCY BOXES.

WATKINS. LIMITED.

CHEMISTS AND AERATED WATER MANUFACTURERS.

66, QUEEN'S ROAD CENTRAL.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned.

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

\$20 PER DOZ.

This fine Wine is old, soft, and of grand flavour
See analysis and certificate by Professor Cassell

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

THE ELITE OF WHISKY:—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.



FINE OLD LIQUEUR BRANDY

AS USED BY THE RED CROSS SOCIETY IN SOUTH AFRICA.

RECOMMENDED BY THE MEDICAL FACULTY AS BEING

PERFECTLY PURE.

DISTILLED BY MESSRS. WILSON & VALDESPINO, JEREZ.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.

15, Queen's Road, WINE AND SPIRIT MERCHANTS.

Hongkong, 17th October, 1901.

JOHNSON'S DIGESTIVE TABLETS

THE GREAT REMEDY FOR

INDIGESTION, DYSPEPSIA, FLATULENCY

AND ACIDITY OF THE STOMACH.

VICTORIA DISPENSARY.

PHOTO-GRAPHER

EASTMAN'S KODAKS, FILMS AND ACCESSORIES,

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG.

TAILORING DEPARTMENT

SPECIAL OFFER OF AUTUMN SUITINGS at the following EXCEPTIONAL PRICES—

FOR ONE MONTH ONLY.

FLANNEL LOUNGE SUITS - \$20.00

TWEED AND CASHMERE SUITS - \$29.00

BLUE SERGE SAC SUITS - \$30.00

WORSTED AND ANGOLA SUITS - \$33.00

BLACK TWILL DRESS SUITS - \$45.00

LANE, CRAWFORD & CO.

COTTAM & CO.

HAVE RECEIVED A NEW STOCK OF SOFT FELT HATS IN ALL SIZES
and the LATEST SHAPES in "DOUBLE" COLLARS.

LEATHER TRUNKS, BRIEF BAGS, DRESS SUIT CASES, &c.,
Are now being Shown.

W. S. BAILEY & CO.

ENGINEERS, SHIPBUILDERS, BOILER MAKERS AND BLACKSMITHS.
BRASS AND IRON FOUNDERS.

COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS,
TUGS AND FAST STEAM-LAUNCHES.

PUMPS, PACKINGS, GENERAL STORES AND ENGINEERS' TOOLS OF
EVERY DESCRIPTION.

OFFICES & SALES-ROOMS. ENGINE & SHIPBUILDING WORKS,
60 & 62, DES VIGUEUX ROAD CENTRAL, KOWLOON BAY.

W. S. BAILEY, M.L.M.E. E. O. MURPHY, WH. SC., A.I.M.E.

CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.

PLANS, SPECIFICATIONS AND TENDERS.

CONSULTING AND SUPERINTENDING ENGINEERS AND SURVEYORS.

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.

SOLE AGENTS.

**UNITED ASBESTOS ORIENTAL
AGENCY (LIMITED)**

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE

UNITED ASBESTOS COMPANY, LTD., LONDON.

CONTRACTORS TO H. M. GOVERNMENT.

MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,

"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the

best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on

Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR

METALLIC" BOILER JOINTS as SUPPLIED TO H. M. and other FOREIGN NAVIES.

ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-

sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and

FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.

"CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts

to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.

Chief Superintendent ... THOMAS SKINNER.

Superintendent ... ARCHIBALD RITCHIE.

... DODWELL & CO., LIMITED, General Manager

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.

LETT'S DIARIES, 1902.

BOX'S NEW EXCHANGE TABLES.

Very Complete.

Nautical Almanack, 1902. ... \$1.50

Cassell's National Library—cover 100

Varieties ... each 0.20

Mrs. Henry Wood's Novels ... 1.50

Miss Molesworth's Juvenile Books ... 1.50

Lubbock's Pleasures of Life ... 1.50

Lubbock's The Use of Life ... 2.25

The King's Secret, by Savage ... 1.50

Tennyson's Poems ... 5.00

Green's History of the English People ... 5.50

Richman's One Year in China ... 2.25

Bridge Manual, by John Doe ... 3.50

Construction of Roads and Streets ... 3.00

Food and Feeding, by Sir H. Thompson ... 3.00

Gas Engineers' Pocket-Book ... 6.50

Wannan's Engineers' Pocket-Book ... 3.00

Father Tuck's Annual ... 2.25

Little Folks—New Volume ... 2.25

CHRISTMAS and NEW YEAR CARDS.

A Larger Assortment than ever.

Mails for Europe close November 22nd and 27th,

and December 2nd.

LITTLE SWEETHEART CIGARETTES

(Special Quality). New Stock Weekly.

In Packets of 10, 100, etc. Boxes of 500, \$4.50

Price ... \$10.00

SALTER'S RACQUET BATS.

Price ... \$10.00

SPENCER'S NOTED INDIAN CIGARS.

JAVA BARRELS, No. 1.

100 for \$2.25 500 for \$10.00

MANILA CIGARS

GERMINAL FACTORY.

GYPTIAN CIGARETTES.

Best Brands. In Air-Tight Tins.

WILLS' TOBACCOS and CIGARETTES.

23 & 25, Queen's Road, Hongkong.

CHAMPAGNE "MONOPOLE."

PURVEYORS TO

HEIDTSECK & CO., REIMS.

THE IMPERIAL and ROYAL COURT at BERLIN.

THE IMPERIAL ROYAL COURT of AUSTRIA.

THE IMPERIAL COURT of RUSSIA.

CARLOWITZ & CO. Sole Agents.

BRANDIES.

J. HENNESSY XXX.

EXSHAWS No. 1.

J. & F. MARTELL XXX.

EDMOND MARTELL & SANGE.

OTARD DUPUY X.

Apply to—

G. GIRAULT, 6, QUEEN'S ROAD.

OTARD DUPUY XXX.

OTARD DUPUY V.S.O.P.

FAVORI GREDY & CO.

NATIONAL CO., LD.

COOKING BRANDY.

NOTICE.

THE Undersigned carry in Stock an

extensive line of CIGARS and

CIGARETTES from the "GERMINAL"

FACTORY of Manila, for which they are

Sole Agents in Hongkong. Prices moderate.

Stock of specially selected quality. A trial

solicited. Special Terms to Exporters.

T. M. STEVENS & CO.,

1, Duddell Street.

Hongkong, 2nd August, 1901.

AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES.

FIRING 10 SHOTS in 3 SECONDS

SIEMSEN & CO.

Hongkong 3rd October, 1900.

CHRISTMAS "BHAGAT" CAKES.

YOUR attention is directed to our

unreliable drawing which compel navigators to go to good compasses, especially in the southern waters.

It will be some time before the Bureau can become fully operative in accordance with the terms of the law passed by the Civil Commission in May. While the work to be undertaken is by no means new, it is to be brought for the first time under a direction that deserves to be called systematic, and its installation starts almost with first principles. In respect to storm forecast, the plan is to equip important sea outlooks with stations, and of course to provide telegraph lines from them so that their reports may have immediate value. This preparation is proceeding with all possible despatch, but the difficulties in its way are obvious, for they involve cable-laying, and land lines over territory not wholly pacified. It is hoped that nine first-class stations may shortly be ready. The island of Luzon is to have three on the Pacific. Outlooks at Zamboanga, Iloilo and Cebu may be placed in the frontier class, for Iloilo and Cebu were mainstays in the former service and have carried much of the burden since American occupation. The other stations of this class are at Dagupan, which catches warnings from the China Sea immediately northward of Manila, Baguio, in the Province of Benguet, where the climate is under inspection to determine scientifically the merits of that province as a health resort, and Ormoc, in Leyte. Ormoc is on the west coast of Leyte. It appears on the map to be fairly sheltered from storms requiring much sea room in which to gather force; but an experience at Palo, directly across the island but apparently well protected by Samar, in 1897, furnishes one reason for a station in that region which may be central to news of storms over a wide area and which yet may escape atmospheric hindrances to the free transmission of such news. This particular storm lifted the roof of the Palo church and then stripped completely the interior of the church, leaving nothing standing except one stone wall, part of another, and part of the tower. Water engulfed the town to the depth of 7.3 metres, or nearly 24 feet. The severity of the storm may be judged when it is known that it was of the same character as that which visited Galveston last year, when the engulfing flood was only four metres deep. Father Algue went to Leyte for a personal inspection of this rain. He learned that a lay near the town lost nearly all its water a few hours before the storm broke. It had been drawn away by the suction of the coming tempest, to return as part of the later deluge. Had the people appreciated the significance of the suction, and gone into the hills with such trappings as they could carry, they might have found safe refuge within easy reach of their homes. Only those whom fear drove to such refuge survived the outbreak.

There are other considerations that commend Ormoc as a place for a first-class station. A cable is to connect Surigao, in the north-east of Mindanao, with Masinao, in the south of Leyte. When the Mindanao Pacific cable line shall be picketed with lookouts, connecting by land lines with Surigao, a storm area of most prolific quality will be brought under constant watch, and its performances may be definitely headed not only for the Philippines but for China and Japan. Masinao would keep in touch with Ormoc by land lines. The east coast of Samar is hardly inferior to that of Mindanao for weather outposts. That island may be wrested from insurgent control before it can be properly utilized, but eventually a line of land telegraph will extend from Borongan, on the coast in the north-east of Samar, to Catbalogan, the capital of the island, whence there will be easy communication with Leyte. It is probable that Borongan will become a centre at which will be collected weather news of the east coast of Samar, and as the exposed coast of Leyte almost immediately south of Samar will also be under observation, the pickets of Mindanao, Leyte, and Samar will cover thoroughly more than seven degrees of latitude in the most dangerous parts of the Pacific. The Luzon stations then take up the patrol, and will keep under continual observation an area for six degrees further northward, projecting that service, indeed, to the Batanes Islands, two degrees further north, from which point the watch for weather will be turned over to the Japanese in Formosa. At the south, the Philippine service will sweep the Jolo Sea to the boundaries of Borneo. Plans look to the installation of the service described, with the exceptions noted, in the present autumn. When that shall occur, a vast improvement on anything possible heretofore in the Philippines may confidently be expected.

Besides furnishing forecasts and storm warnings to captains of ports, weather stations and various officials within telegraphic reach, the Bureau is required by the law to warn Formosa and Japan of dangerous storms likely to strike the Asiatic coast. This merely follows a custom long established for the exchange of weather information among the spheres operated in this part of the world. Warnings are also sent from here to the China coast, although except in the lower latitudes warning sent out from Japanese offices are usually sufficient for that territory. The law requires also that the Bureau issue a monthly bulletin and report of weather phenomena, with comparisons with corresponding months of other years, and a résumé of crop reports. Special reports and maps are likewise to be prepared, as occasion may call for them. At all the first-class stations, hourly records must be compiled, to be mailed to the Bureau monthly, with crop statements, and such daily reports by telegraph as may be required. Observers of the second class must make six daily memoranda of weather conditions, to be compiled and forwarded with monthly crop reports; and telegraphic service may also be required. Third-class observers will perform similar work, reporting of the weather twice daily. At rain stations, the maximum and minimum temperature must be taken twice a

day, and the daily rainfall, reports on the same to be forwarded by mail with the monthly crop report. There will be nine first-class stations in addition to the central station in this city, 25 of the second class, 17 of the third class and 20 rain stations. The central station will employ, in addition to the director, three first-class observers, three calculators, two assistant observers, three assistant directors, a secretary and librarian, an assistant, two assistant calculators, a chief draughtsman and an assistant, a chief mechanic and three assistants, two janitors and two messengers. There will be a chief observer and an assistant at each first-class station, and a single observer at each station in the remaining classes.

As the service for years has been performed by members of the Jesuit Order, or by persons of their selection, the familiarity with the work thus acquired naturally inclined those in charge to hold the men whose training had given them special fitness for what was to be done. The law subjects all employees of the Bureau to the provisions of the Civil Service Act. Under the circumstances there was really nothing in this clause over which the old employees needed to take alarm, for natives could not stand beside them in competitions for the places which they had held, and there were no Americans here who wished for places, even if they were qualified for them. If the employees had refused to submit themselves to this test it is doubtful if the authorities could have insisted upon it without causing a suspension of the work of the Bureau. Instead of protesting, the men who had become expert in compiling weather data, who had prepared maps of the island, which in completeness and accuracy were far beyond the capacity of any of the officials whom it joined sent, disposing of such tasks for years, for about 30 pesos per month, equal to half that amount of gold dollars, quaked and trembled lest the examinations might disqualify them. This fear pervaded the entire establishment. One of the rules which Civil Service examiners take pains to make clear to applicants is that no papers having any possible bearing on the subjects in hand shall be carried to the examination room. When the examination at the Bureau was in progress, the examiner in charge found one of the candidates looking through some papers, which turned out to contain the very questions of that examination, and the answers to them. It appeared that the Director of the Bureau had been requested by the Civil Service Board to prepare a set of questions which would test the fitness of candidates for places under him. In complying with the request, he had seen no impropriety in letting the men whom he had said hoped to keep have a copy of the questions thus prepared. When the papers had been taken away and the candidate informed that he need not remain for further examination, the entire directing force of the Bureau lost heart. Excuses came hard in the face of the stringent and repeated regulation which excluded prompting papers from the examination room, but several of the Fathers did not hesitate to urge very earnestly that the affair be overlooked as of small importance, especially as the candidates were all experts in the lines proposed for test. It all resulted in a fresh examination, which every candidate passed acceptably; but it served to strengthen none the less the contention that old ways in the Philippines have become so ingrained as to obliterate from the native or Spanish conscience, or from any variation or admixture of the two, regardless of character, education, or general probity, the scruple touching things official which commonly rules Anglo-Saxon practice.

Service preparatory to the installation of the service as contemplated in the law consists of daily forecasts, as heretofore, based on telegraphic advices from Iloilo and Cebu in the south and from Dagupan and Vigan in the north. Captains of ports elsewhere are expected to send advices, and in this way within telegraphic limits the Bureau gathers material of considerable value for daily use. Mission and military stations furnish data for less frequent use, which the experience and skill of those in charge turn to the best account. Results in other years have put beyond question the fine ability of those engaged in the direction of this work. When these men shall be aided, as presently they will be, with appliances suited to modern progress and with money sufficient for the adequate maintenance of the best service they are capable of giving, it is probably not too much to expect that they will keep pace with the opportunities afforded them.

BRITISH EXPULSION IN THE PHILIPPINES.

The *Financial Times* of the 20th ult. says:—The news from Manila that Brigadier-General Hughes, Provost Marshal, had expelled the agents of Messrs. Smith, Bell and Company and of Messrs. Warner, Barnes and Company from the Island of Samar on a charge of rendering aid to the insurgents in Manila by buying hemp and other produce, with the knowledge that the money was going to the insurgents, has naturally caused some excitement in the hemp trade, and yesterday a member of our staff called on the London house of Messrs. Smith, Bell and Company to inquire if any further particulars had been received.

"No," replied one of the partners, "we have heard nothing further, and severely expect to do so until we get the results of the British Consul's investigations. He left for Samar on Monday."

"Have you any idea as to why the Provost Marshal should have taken such a step?" inquired our representative.

"Not in the least," was the reply. "The hemp was bought so far as we know, entirely in the way of business, and with no idea of helping the insurgents. We have been doing the same in other districts, and no exception has been taken by the authorities."

"Have you made any representations on the question to the Foreign Office?"

"Not yet; we are waiting until we hear the report of the Consul."

Our representative also called on the London house of Messrs. Warner, Barnes and Company, but they, too, had received no further news on the subject.

NEW DEPARTURE IN HUNAN.

The following very commendable proclamation, which shows how firmly the authorities of the formerly bigoted province of Hunan have determined to suppress anti-Christian outrages, was issued early this month at Changsha. We are indebted to the N.-U. Daily News for the translation:—

JOINT PROCLAMATION BY THE COMMISSIONERS OF THE BUREAU OF FOREIGN AFFAIRS AND OF DEFENCE OF CHANGSHA, HUNAN.

We, the following Commissioners of the Head Office of the Bureau of Foreign Affairs and of Defence (Police Administration) of the city of Changsha, Provincial capital of Hunan; namely, Tan, of the bureau of the 2nd rank, acting Provincial Treasurer of Hunan and substantive Grain Intendant of said province; Chi, of the bureau of the 2nd rank, acting Provincial Judge of Hunan and substantive Salt Intendant of the Changsha and Paoching prefectural circuit; Tsi, of the bureau of the 2nd rank, acting Grain Intendant and recorded in the Grand Council books for promotion; Chang, of the bureau of the 2nd rank, Commissioner (3rd rank button) and recommended for immediate promotion to a substantive Taotai; and Chao, of the bureau of the 3rd rank and an expectant Taotai of Hunan, hereby issue the following most important proclamation for the information of all:—

During the seventh month (August-September) of this year, a Chinese, Chou Ting-chin, went to the London Mission Chapel on Sing-chu street in said city of Changsha, and falsely declaring himself a convert, asked for Christian books on pretence of desiring to help in spreading the Christian doctrine. In this way the said Chou Ting-chin obtained twenty-seven Christian books from the said Chapel. Having done so, he suddenly presented himself at the Kiang Lung cash shop on Nanchang street and also at the house of Lin Jui-shing, head constable of the 14th ward of Shauhsu district (also within Changsha city), to whom he falsely made himself out to be a co-partner sent by the Mission to sell books. At the same time he began spreading a malicious rumour to the effect that he had seen with his own eyes two young children murdered in the chapel at the Yenchai-ang embankments, that their eyeballs had been taken out, and the bodies subsequently buried beneath the chapel floor. These tales declared to be actual facts, which he had been an eye-witness. (This matter having been reported to us, we at once ordered the deputy (yuehsien) of the Defence Bureau to make strict search for the man and arrest him, and we also notified the members of the various chapels and put them on their guard and also instructed them to make diligent search for the said Chou Ting-chin. Eventually this man was seized by the Pastor, Siao Pih-tang, who sent him to the Bureau of Defence for trial. Chou Ting-chin was recognized by all parties concerned, who bore witness to what he had done, and he then frankly confessed to his ill-deeds without reservation. In consideration of this, Chou Ting-chin was eventually handed over to the prefect of Changsha for confinement, to await further orders. This is our record.

Now the practice of falsely creating reports of the murder of children for the purpose of abstracting their eyeballs, has been the usual subterfuge for years of crafty people amongst the masses, and leaders and rowdies to falsely accuse and to create riots against the Christian chapels. Indeed, during the first years of the reign of T'ung Chih (Note:—This last sentence should be "during the latter portion of the reign of T'ung Chih"—that is to say, in 1870, following the sanguinary episode of the Tientsin massacre.—Translator), when the late First Marquis Tsing settled the affair at Tientsin, His Excellency had already at that time explained clearly in explicitly-worded proclamations that such accusations were entirely false. We feel certain that the people and leaders of Hunan province are well aware of this declaration of the late Marquis. We hardly expected, in view of the recent great enlightenment in Hunan, that there could still be men found willing to pick up such inconsiderate words and spread them about as rumours to strike at Christian Missions.

In investigating the reasons (which led Chou Ting-chin to act as he did) it seemed clear enough that if he did not falsely proclaim himself a believer in the Christian doctrine he could never have obtained the Christian books; and if he did not carry about with him these Christian books he could not make people believe in his words of evil intent. In a word, the craftiest and lying propensity of such men as Chou Ting-chin make us profoundly indignant, whilst their ignorance and craftiness appear pitiable.

In late years we have repeatedly repeatedly repudiated successive Imperial decrees declaring the Christian doctrine aimed only at exhorting people to do good deeds, in consequence of which the Imperial commands impressed upon all local officials in the Empire to protect to their utmost ability said missionaries. Hence all of us, commoners and literati, should in all honesty and loyalty to the Throne reverently and promptly obey the Imperial commands and earnestly obey the information of all. We should consider it to be our bounden duty to be law-abiding, each one peacefully following his own avocations, and avoid all matters of contention leading to the creation of disturbances and riots, in order that we may all supplement the deep and earnest desire of the Throne to treat kindly all people coming from far-off lands, and so conduce to the masses living at peace with the Christians.

We, therefore, hereby issue the present proclamation for the information of all classes of the people. They must know that the manufacturing of rumours and the creating of disturbances and riots are crimes in the eye of the law, which must be punished without fail. As a matter of fact many culprits have been repeatedly severely punished for them, as may be seen from the records of successive years. Just think of the consequences which invariably fall on the men who open their mouths at random and manufacture lying reports. They may feel exhilaration for the time being, it is true, at the success of their lies, but by this they have brought themselves within the grasp of the law as criminals and law-breakers, and at the end, though each may possess a hundred bodies he cannot ransom himself from the doom pursuing him to the last. You all have actually seen many a thrilling example of the fate of such criminals, and know they are by no means obtained from mere hearsay and rumour.

We, the high provincial authorities and Taotais issuing this Proclamation, are bound to prevent all such crimes and guard against the least indications against the peace. We have explained to you all the punishments accorded in former times in order to warn all from following such pernicious examples in the

AN OLD FRIEND BY A NEW NAME.—Liebig Company's Extract will soon be known as LEMCO, the new name placed upon it and composed of the Liebig's Extract of Meat Company's initials.

future, and we again exhort you to all earnestness to heed our warnings in the hope that you may be so fortunate as to obey and so avoid ill-endings for yourselves.

You must be aware that the calamities in Hanchow prefecture (province of Hunan) last year entirely resulted from the manufacturing of malicious rumours by desperadoes and rowdies, the consequences being that lives had to be given up for those who had been murdered and for chapels and missionary property destroyed. These truly are startling lessons for all to learn as warnings to them. After much negotiation the above matters were finally adjusted, but it makes us exceedingly indignant to speak of them.

We, therefore, once more warn all that, after the publication of this Proclamation, if there be again any desperate characters unwilling to listen and obey these our warnings and again manufacturing false rumours, we will certainly arrest such culprits and sternly punish them. There will be no leniency exercised. You must from henceforth be law-abiding and peacefully follow your several avocations. Be careful in your conversation and thereby protect your persons from harm. Beware how you lightly taste of the consequences promised by the law! Tremblingly obey! A most important Proclamation! Let all be informed of the above document. To be posted everywhere for the information of all.

Kwang Hsu, 27th year (1901).

JAPAN, COREA, AND MANCHURIA.

The *Times* Tokyo correspondent wrote in August last:—

Japan and Korea are in trouble about a question that has periodically disturbed their relations during the past 20 years. The treaty between the two Empires provides that whenever, owing to crop failure in Korea, the Government of that country has reason to apprehend a scarcity of food, it may temporarily prohibit the export of grain from any or all of the Korean open ports. This clause, owing to long-continued drought, the contingency contemplated by the treaty is supposed to have arisen; and the Korean Government, towards the close of July, issued an edict vetoing the export of all kinds of cereals, the embargo to become effective from August 26. What this means to Japanese merchants is at once explained by the Customs returns, which show that whereas the total value of Korea's exports to Japan last year was 1,000 million yen in round numbers, namely, rice, and other cereals represented 75 millions of that amount. Thus the imposition of such an embargo practically signifies the extinction of the export trade to Japan for this year. There is no question that Korea is within her rights when she takes such a step—so far, at least, as rice is concerned; though it may reasonably be doubted whether beans fall properly within the limits of the term "grain." But what the Japanese allege is that Korea's act is premature, a failure of the crops not being yet certain, and that her precipitancy is due not to solicitude about the people's wants, but to the covetousness of local officials. For when a veto is imposed against the export of cereals, it applies not only to overseas trade, but also to interprovincial transactions; so that, although one district may happen to have an abundant harvest, whereas its neighbouring district is famine-stricken, the former is not allowed to supply the latter's wants. There, however, the local officials come in. They always seize an embargo, which is in fact ineffective unless they enforce it, and they do always seize this particular kind of embargo by purchasing grain in the regions of plenty and selling it in the regions of scarcity, to their own great advantage. Hence the Japanese contend that the Seoul Government has been misled by exaggerated reports from the provincial authorities, who see their account in the step they recommend. The representative of Japan in Seoul has exerted himself vigorously to have the veto withdrawn, or at any rate suspended until less equivocal information can be obtained about harvest prospects. But he has been quite unsuccessful; and it is now thought that the Japanese Government will endeavour to have this clause altogether expunged from the treaty as a vexatious and imprudent interference with freedom of trade. The Tokyo man in the street has his own view about Korea's reversion to courses which contributed vicariously to the fracas with China in 1894, when the now celebrated Governor Yuan Shih-kai of Shantung carried things with a high hand as Chinese resident in the Korean capital. His view is that, by some occult process, Russia and France are Korea's prompters on the present occasion, and that, just as Resident Yuan strengthened the little Empire's vertebra against Japan on the occasion of a similar complication seven years ago, so M. Pavlov is pushing her into the lists now. This view may perhaps merely reflect the mood of the Japanese people and indicate their belief that the pro-Russian clique has the ascendancy in Seoul at present.

The Manchurian problem is again beginning to harass the Japanese people. Their ideas about Far Eastern politics have been crystallised within the past two or three years. When Germany seized Kiaochow and Russia took Port Arthur, the immediate storm and stress of the events obscured some of their ultimate bearings. By-and-by, however, Japan began to see that if a Japanese *pied à terre* on Continental Asia constituted an intolerable menace to Chinese integrity according to the creed of Russia and Germany, then the establishment of a Russian Empire on the latter's continent would constitute an equal menace according to Japan's creed. That conviction is brought home with renewed force now that the permanent absorption of Manchuria into the Russian Empire seems imminent. And the Japanese believe it to be imminent. They interpret Russia's persistence about a convention with China as evidence that she is seeking some device to elude the engagements by which she has bound herself in the eyes of the world. The Tsar, they think, was quite sincere when he promised that Manchuria should be evacuated so soon as peace and good order were restored; and the business of Russian statesmen now is to interpret something plausible between His Majesty and the fulfilment of that promise. Russia has no practical need of any convention with Peking. She is in possession, and whatever *modus vivendi* she chooses to elaborate, there is no one to challenge it. Therefore, it is contended, her abridgment of her word to act on the principle of *bona fides* was made. She must find some means of nullifying those promises, and the best means will be a Russo-Chinese convention removing the whole problem into a new sphere. But it is unendurable to Japan that she should have been forced out of Manchuria by Russia, Germany, and France merely in order to make room for Russian aggression there. The spectacle arouses in her breast a feeling of burning indignation, which she may conceal for a time, but which she will cease to conceal as soon as circumstances favour a frank display of her real sentiments.

THE ETYMOLOGY OF SURNAMES.

The publication of the late Canon Bardeley's posthumous volume should certainly do something towards creating an intelligent interest in one of the bye-ways of antiquarian study, which, considering that it concerns every individual member of the community, has been strangely neglected.

Few of us, probably, have ever inquired how we came by our names; and that every person should have at least two names—a baptismal or other given name, and a patronymic or hereditary family name—may at first sight appear as natural as that he should have two hands and two feet. Yet, as a matter of fact, our surnames are a comparatively modern invention. There is no trace of the existence of such a thing in England further back than the tenth century; they were by no means general, even among noble families, before the fourteenth century, and their hereditary transmission did not become a settled custom among our middle and lower classes before the period of the Reformation. Our Saxon forefathers used to distinguish themselves from the father by the suffix "ing," Catwic's son became Cutwinning; Eoppa's son Eopping; or Warra's son, Warring. The Normans frequently prefixed "Fitz" (a corruption of "fili") and this form is still represented in our Fitzgerberds, Fitzgeorges, and Fitzwilliams. At a later date the populace adopted the suffix "son," and the offspring of John and Richard became known as Johnson and Richardson. Until comparatively recent times the Welsh were content with their "ap." This was originally so carried on from generation to generation as Jenkin-ap-Griffith-ap-Robin-ap-William-ap-Ieues-ap-Evan—that a man's name was also his pedigree. According to this system of nomenclature a Welsh described Welsh cheeses as:—

Adam's own cousin—Gorman by his birth; Ap-Curdis-ap-Milk-ap-Cow-ap-Grass-ap-Earth.

But David-ap-Howell and John-ap-Richard have long since been contracted into David Howell and John Richard. Their equivalent for the Saxon use of "son" is simply to put the paternal name in the genitive; John's son David was called "David Johnson's." William's son Richard became, "Richard Williams's," and thus arose the two most widely-used of Welsh surnames. The Highlands of Scotland very commonly prefixed "Mac" and their kinsfolk the Irish prefixed both "Mac" and "O" to the paternal name; although, according to an old folk-legend, the latter nation apparently wished to be distinguished by a more appropriate of both these prefixes.

By Mac and O you may easily know True Irishmen from the rest; For if they lack both O and Mac, No Irishman are they.

At first, these distinguishing names were not hereditary; but by the sixteenth century it became exceedingly difficult to maintain a person's identity without some such help, and accordingly the originally significant and strictly personal sobriquet showed a tendency to descend, along with a man's other and more tangible property, to his posterity.

Many gentle and landed families adopted the names of their own estates as surnames; and many "ungentylmen," as the Duke of Saint Albans calls them, took the liberty of borrowing the same names. Hence, as the old adage says:—

In Ford, in Hum, in Ley, in Lou, The most of English surnames run.

Of these, Ford is not obsolete; Ham means town; Ley, or Lea, is a pasture; and Lou is an enclosed piece of ground or holding. Those who were not blessed with property in land frequently made themselves a name, or had one bestowed upon them by their neighbours, in accordance with the situation of their dwelling place. Thus Thomas, living on a hill, would be called "Thomas at Hill," or Richard living on a moor, differentiated as "Richard at Moor." The nobility and gentry were usually described as being "of" such a place (compare the "de" in France, and the "von" in Germany), but the plebeian was only "at" or "by" or "under" such a place, and became known as "Atwater," "Byfield," or "Underwood," as the case might be. Those who wandered from one place to another in search of work or fortune were apt to be dubbed with a name which denoted their place or origin. Any Caledonian coming south would probably be called "Scott," just as an Englishman who crossed the border northwards was called "English." Thus, the D'Almaines, Dalmaes, and Almans amongst us were originally "from" (not to say "made in") Germany; the Bretons, Brittons, and Britts are from Brittany; Dennis is Danish; the Gales (Galls) are Scottish; the Flemings are from Flanders; and the Lubbocks hail from Lubek.

A man's occupation would frequently most readily distinguish him from his fellows, and it is therefore by no means wonderful that a very large proportion of English surnames are derived from occupations. The one which occurs most frequently is, of course, Smith. Canon Bardeley estimated the number of English Smiths at about 300,000. And the reason is that their name was formerly applied to a great variety of trades. The word comes from the Anglo-Saxon, "smitan," to smite; and was given to carpenters, mason, and other workers in wood and stone, as well as to workers in metal. It was in fact, applied to all who were "smelters" in any way, and we read in the Saxon Chronicle that:—

Mighty war-smiths The Welsh overcame.

Any easily recognisable personal characteristic would, of course, be readily seized upon by a man's neighbours, and surnames derived from such source are very numerous. Our Broads and Stronges, Grosses and Biggs, Petties and Littles, Longs and Shortes, are doubtless the descendants of persons whom these epithets to some extent described. Hair as a distinguishing characteristic, gives us Blacklocks, Whitlocks, Hoares, and Greys. The face and complexion give us Fairchilts (Scotts, Fairbairns, Lillywhites, Rufus, Browns, and Pinks. The somewhat common name Reid, or Reads, appears to be only an old spelling of red. Sir John Maundeville gives us three other variants of the word in a single sentence: "That see is not mere red than another see, but in some places thereof is the gravelle reede, and therefore men clepen it the Rede Sen." Not seldom the name pitched upon by a man's neighbour was one that he would have been extremely unlikely to have selected for himself. Dr. Whitaker found in selected for himself. Dr. Whitaker found in "Adam Blunder," "Limon Pancho," "Richard Drunker." And we may be fairly certain that such names as "Cattaway," "Cant," "Doelittle," "Craven," "Hussey," or "Trollope," were never willingly adopted by the founders of the families who now bear them so complacently. The animal way of nicknames, and in now fairly represented among our surnames, from "Lyon" and "Hares" down to "Hares" and "Rabbits." Fish, insects, and reptiles never seem to have been extensively used, although we have a few

"Pike," "Gudgeon," and "Sprat," and an occasional "Emmet" and "Blackadder." Hood says:—

"If a party had a voice, What mortal would be Buggy by choice?" There used to be a family of "Buggies," both insect and human, but we understand that both are now extinct. For when, some years since, a gentleman who had inherited that unsavoury name, went through the legal formalities which entitled him to change it for the more euphonious cognomen of "Norfolk-Howard," the obnoxious little parasites, without any formalities whatever, immediately changed their name for the same high-sounding title.

Canon said that in his day to find out the original of many surnames was a task full of difficulty. The difficulty is not entirely removed, even after Canon Bardeley's labours of a lifetime, and it must still be admitted that a large number of them can neither be traced nor their origin traced. Mr. Lower cited the case of a parish clerk of Langford, near Wallington, who was called "Redcock" for many years before his death, because, having one day fallen asleep in church, and dreamt that he was at a cock fight, he had suddenly awakened and shouted out: "A shilling on the red cock!" to the no small consternation of parish and people. And not only was this man himself called "Redcock" to the day of his death, but it is said that his descendants bear that name to the present day. Many of our surnames were doubtless nicknames, bestowed according to more fancy or caprice in the first instance, and some of them may have been more than once changed, according to fancy or caprice, since.

C \$12.00 PER DOZ.

L THE BEST.

U AT THE

B PRICE.

W H

I S

K Y.

OLD PURE

MELLOW

\$12.00 PER DOZ

H. PRICE & CO.

12, QUEEN'S ROAD.

Hongkong, 10th October, 1901. [616]

THE

ROBINSON

PIANO CO., LTD.

"WASHBURN"

MANDOLINES.

GUITARS.

BANJOS

AT

COST PRICE

TO CLEAR PRESENT STOCK.

Hongkong, 1st October, 1901. [2053]

JOHN BROWNELL, DECEASED.

MARY BROWNELL, DECEASED.

NOTICE IS HEREBY GIVEN that all Persons, Firms, or Companies having any Claim or Claims against the Estates or Effects of either of the above named deceased persons must send in the particulars of their respective Claims on or before the 8th DAY OF NOVEMBER next to the Administrator and Executor JAMES ROBERT MUILEN, whose address is at the Office of C. RWENS, Solicitor, 38, Queen's Road Central, Hongkong, after which said date the said Administrator and Executor will proceed to wind up and distribute both Estates. Dated this 8th day of October, 1901. [2563]

A. LING & CO.,

FURNITURE STORE.

PLATED GLASS & CROCKERY WARE

Also FINEST CHINA WARE.

FURNITURE & HIRE.

88, QUEEN'S ROAD CENTRAL.

Hongkong, 1st May, 1901. [1145]

THE WANCHAI STORING COMPANY

ARE now prepared to receive Goods for

Storage in their Godowns, situated on

PRAYA EAST (late McGregor Barracks).

Loading and Shipping of Cargoes are

facilitated by means of the spacious strong

Pier lately constructed in front of these

Godowns.

Terms Moderate.

Apply for further particulars to

GODOWNMAN ON PREMISES,

or to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 10th August, 1901. [2063]

NEW MUSICAL PUBLICATIONS.

MAESTRO A. CATTANEO.

GRAND MASS (with Organ Accep)

No. 1 ALBUM (3 Songs, English & Italian).

No. 2 ALBUM (3 Songs).

The LILLY, Waltz and "ELIZA" Waltz.

NEW FEATURE—

Pocket Edition of Pianoforte Music, including

MARON dedicated to Hongkong Volunteers

and POLKA to Peak Residents.

To be had of all MUSIC DEALERS. [2688-2]

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
tough workmen. Equal to Home Work.

BUILDERS

KANG ON.
Contractor, 30, D'Aguiar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given.

CHEMISTS DRUGGISTS, &c.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aerated
Waters, Dealers in Photographic
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories,
17a, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

PHOTOGRAPHERS

A FONG.
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; Lee House Street.

WEE CHEUNG.
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, &c.; Devel-
opment Works, Amateurs' Requisites.

M. MUMBYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8a, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Prya Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 144, Des Vaux Road.

MOORE & SEIMUND.
43 and 45, Des Vaux Road. Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowner's Commission ("Gray-
hound Brand") and Blundell
Spencer & Co.'s Commission.

TAILORS

R. HAUGHTON & CO.
Naval Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOR, "Los Filipinos."
Importer of the Best Manila Cigars; 25
Pottinger Street.

WATCHMAKERS

DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.
A.I., A.B.C., Scott's and Engineering Codes
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 89 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 26 1/2 "

DOCK No. 2 (at MUKAIJIMA).
Extreme Length... 371 feet.
Length on Blocks... 360 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 63 "
Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
The COMPANY has a POWERFUL SAL-
VAGE PLANT READY AT SHORT
NOTICE. [156]

SIENTING

SURGEON DENTIST.
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. [2405]

NOTICE

A DINNER will be given to the Members
of the Straits and Shanghai Cricket
Teams during the week ending 16th November,
at the City Hall.

Subscription \$10.
Lists for Subscription will be exhibited at
the Hongkong Club and the Cricket Club, or
Names may be sent in to the undersigned.
E. GUMPERT.
Care of Messrs. Caldwell Macgregor & Co.
Hongkong, 23rd September, 1901. [2410]

INSURANCES

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.
The Undersigned having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.,
Agents.

Hongkong, 18th May, 1892. [30]

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.
INCORPORATED 1851.
CAPITAL... £410,000.

THE Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE
at Current Rates.

WM MEYERINK & CO.,
Agents.

Hongkong, 18th May, 1900. 1.85

SALAMANDER FIRE INSURANCE
COMPANY.

THE Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE
at Current Rates.

HOTZ & JACOB & CO.,
Agents.

Hongkong, 2nd April, 1900. [33]

TRANSATLANTIC FIRE INSURANCE
COMPANY OF HAMBURG.

The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.,
Agents.

Hongkong, 16th November, 1892. [29]

NORTH BRITISH AND MERCANTILE
FIRE INSURANCE COMPANY.
TOTAL FUNDS AT 31st DECEMBER, 1900,
£147,621,681.

I. AUTHORIZED CAPITAL... £3,000,000 0 0
SUBSCRIBED CAPITAL... 2,750,000 0 0
PAID-UP CAPITAL... 687,500 0 0
II. FIRE FUNDS... 2,337,119 14 4

The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 3rd July, 1901. [164]

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BRÜCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1897. [14]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to
GRANT POLICIES OF INSURANCE
against FIRE at Current Rates.

DOUGLAS LARRAIK & CO.,
Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [12]

"L'URBAINE"
FIRE INSURANCE COMPANY, LD.
(Established 1838.)

THE Undersigned, having been appointed
GENERAL AGENTS for the above
Company, are prepared to ACCEPT RISKS
at current rates.

P. LEMAIRE & CO.,
Agents.

Hongkong, 7th February, 1901. [439]

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

The Undersigned AGENTS of the above
Company are PREPARED to ACCEPT FIRE
Clas Foreign and Chinese Risks at Current
Rates.

SIEMSEN & CO.,
Agents.

Hongkong, 29th May, 1895. [3]

PIANO FORTE TUNING AND
REPAIRING.

M. R. E. A. BROWKE is prepared to
undertake the above at reasonable rates.
All Repairs done personally.

TUNING

Address: Care of DRAGON CYCLE STORE,
D'Aguiar Street.

Hongkong, 4th September, 1901. [2250]

TSANG POO & CO.
SAM WING HING
COAL MERCHANTS.
No. 48, DES VEAUX ROAD CENTRAL.
Telephone No. 329.
Hongkong, 23rd September, 1901. [2411]

R. J. REMEDIOS.
FOREIGN AND COLONIAL STAMP
DEALER.
No. 37, CAINE ROAD, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ences.

Is also prepared to purchase used POSTAGE
STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.
15 to 25 per cent. Discount Allowed. [1396]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable pro-
visions for Cold Storage at EAST POINT at
Moderate Rates.

WM. PARLANE,
Manager.

Hongkong, 17th February, 1899. [65]

QUAN WAH & CO.,

DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.
DESIGNS & PRICES on APPLICATION
at No. 1, Queen's Road East, Hongkong.
Hongkong, 17th October, 1899. [2446]

OREGON LUMBER.

THE Undersigned, being closely connected
with the leading MILLS at PORT-
LAND and PUGET SOUND, are always pre-
pared to book orders for any specifications at
LOWEST RATES.

SIEMSEN & CO.,
Agents.

Hongkong, 14th February, 1901. [50]

SCIENTIFIC MISCELLANY.

THE HOME OF LARGE MAMMALS—SCIENTIFIC
GUN-SIGHTING—SUBMARINE NAVIGATION—
A STONE PIANO—AN OUTSIDE MOTOR FOR
BOATS—INSECT THAT FEELS X-RAYS—THE
ELECTRIC FIRE-DAMP METER—FELDSPAR
CHEMICALS—EARTH-BOOMINGS.

In South Africa, it appears, the larger
mammals are not threatened with early extinc-
tion. Mr. C. P. Chesney reports that the
elephant still exists in large herds, and its habit
of spending most of the year in inaccessible
swamps gives it considerable security, while it
is likely that many specimens will be protected
in a game reserve to the east of Lake Mweru.
Rhinoceroses are fairly numerous; hippo-
potami abound. The rhinoceros of 1893 swept
away vast numbers of such animals as the
buffalo, eland, and kudu, antelope, but recovery
has been so rapid that in most districts game
of all kinds is very abundant.

A complete revolution in gun-sighting has
been predicted as an effect of the introduction
of Sir Howard Grubb's new telescope-sight.
The principle is entirely novel, aim being taken
by looking through a small lens, when an image
of a bright cross is thrown by an optical con-
trivance a long distance in front of the barrel,
and it is only necessary to superpose this cross
on whatever is to be hit. The usual back-sight
or fore-sight is not required.

The three submarine boats built by Dred-
el, a Dutch physician, in 1620, are not to be looked
upon as the first experiment of the kind, it is
pointed out, for Alexander the Great used
diving bells nearly 2,000 years before, during
the siege of Tyre. Since 1620, we are told,
not less than 173 different submarine boats
have been designed, exclusive of the numerous
vessels now being built by France and the
United States.

The Moors are inveterate coffee-drinkers, and
Snodden states that their sight begins to fail
at the age of 40 or 45, and many are blind at
50. The number of blind in the streets of Fez
is impressive, and excessive use of coffee is
always given as the cause.

One of the most remarkable hobbies is that
of M. Honoré Bandre, now living in a small
town of India. This man, who seems to be a
skilled musician, one day noticed that a sus-
pended flint-stone gave forth a musical sound
when struck, and he became inspired with the
idea of collecting enough such stones for two
complete chromatic scales. Since then, for
more than thirty years, he has searched dili-
gently near his home and in distant parts of
the earth, testing thousands and thousands of spec-
imens. He has found that sonorous stones are
not common, those emitting a desired note being
much more rare, and it was many years before
he succeeded in obtaining the first "do" for
his first octave, the last "do" of the second
octave being still lacking. With his "geo-
logical piano" in its present form, however,
he is able to play a great variety of airs. He
uses an iron frame, from which the stones are
suspended horizontally at the end of double
strings, and the best results are obtained by
striking with a hand flint upon the sensitive
spot that experiment has shown each stone to
possess. Some of the stones are of curious
forms, "mi" of the lower octave being an axe
of the stone age and "sol" a petrified fish.

A new electric propeller for small boats is a
combination of motor, propeller-wheel, and
rudder, the novel feature being the use of
the motor under water. The propeller weighs
about 35 pounds, and the storage batteries are
made so compact that they can be placed under
the seats of an ordinary row-boat, two boxes of
cells giving a speed of four miles an hour for
five to eight hours on one charge. An advan-
tage claimed from placing the motor outside
the boat is avoidance of strain and vibration.

The larvae of flies, bees, beetles, and other in-
sects have been placed in the wooden half of box
having one section of lead and another of wood,
and on exposure to Roentgen rays they have
been greatly excited, invariably retreating to
the leaden part of the box. With blind larvae
the results were the same, showing that the
exciting rays were perceived through the
nerves of the skin.

In the ordinary safety lamp the aureole about
the flame indicates the presence of fire-damp
when the proportion rises to about 2 per cent.
The alcohol flame of Pictet gives warning at
0.25 per cent., and Chesneau's flame coloured
by cuprous chloride is sensitive to 0.1 per cent.
The electric test of Livoing—depending upon
the difference in brightness of two glowing
wires, one surrounded by air and the other
by the atmosphere containing the danger-
ous gas—shows about 0.5 per cent. The new
electric meter of G. Leon acts through the
difference in resistance of two platinum
wires heated to 1,000 deg. by the same current,
one being enclosed by a glass tube containing
pure air and the other surrounded by wire
gauze, and this meter is not only sensitive to
the presence of fire-damp but gives a very
accurate estimate of its quantity. A deflection
of four scale divisions of the Wheatstone bridge
galvanometer corresponds to a proportion of
0.2 per cent. of fire-damp, the deflection reach-
ing a maximum when the fire-damp rises to 10
per cent.

A simple process for manufacturing potassium
salts has been tried on a commercial scale by
a chemist of Manchester. The raw material
is feldspar, which is finely ground, mixed with
slaked lime and sodium chloride, and heated to
900 deg. C. By this method, from 80 to 90 per
cent. of the potassium in the feldspar is obtained
as potassium chloride. After the potassium
and sodium salts are dissolved out, the insoluble
matter left is adapted for use for glass by add-
ing a little sand and alkali. The first factory
is to be established in Sweden, where great
quantities of feldspar are obtained.

The mysterious booms known as "barial
guns" were studied in Italy several years ago
by Dr. Cancani, who concluded that the sounds
must originate within the earth. The view
has been confirmed by more recent observations,
in which such noises could not have been due
to artificial or atmospheric causes, while in
some instances they were attended by per-
ceptible earth-tremors.

Vaccination is held responsible for unsound
teeth by Mr. Albert Carter, as he finds dental
caries unknown wherever people have not
learned to vaccinate.

HULLO THERE!

HULLO THERE!
Don't turn over this page without reading
this short tale about a working chap. A chap
named "the you, or me; just a plain work-
ing chap with a kind of history tacked on to
him for life.

His name is Mr. Frank Leah, of Nargington
Cottages, Childs Ewell, Market Drayton, and
this happened when he was 27. That's about
the time, I reckon, that a chap ought to be
playing football for his county. He related the
facts on December 14th, 1900.

"I had always been the most temperate of
men," he said, "but when I was 27, for some
reason, anything like an ordinary meal began
to punish me. Gradually the pains, like a
weight on my chest, and below the shoulders
and in the stomach, got so bad that I had to
throw up work."

"What a chap want to be throwing up work
for, when Mother Seigel's Syrup will in time
put him right, from ear-ache to acute rheu-
matism in the knee?"

Mr. Leah had to fall back on his club. He
was seven weeks "on the club," and the pain was
that bad he could get no sleep. He lay twisting
and turning all night long.

He says: "I now lived principally on gruel,
and so, as is only natural, I became thin, weak,
and rickety. The doctor said I was consumptive.
Finding no benefit from the medicine, I got
my discharge, and at the end of the seventh
week started work again. But, bless you, I
could scarcely crawl."

"It was my father who at last said, 'Try
Seigel's Curative Syrup, and did. Before
I had taken many doses of Seigel's, I felt better
and easier, and by the time I had got through
the third bottle I could do without it altogether.
The indigestion pains were gone, my ap-
petite came back to me and I could sleep well.
In fact, I was as right as rain."

It's a queer thing, chaps, that this syrup
will cure the women just as it cures the men.
For rheumatism, indigestion, obstinate con-
stipation, bad headaches, diarrhoea, gout, and
like poisons in the blood, it's a grand cure and
tonic.

If a chap's digestion has gone wrong, any-
thing may ail him, because indigestion causes
poisons in the blood, and the worst, as well as
the least hurtful complaints are due to that
reason.

H. F. CARMICHAEL

CONSULTING ENGINEER,
SURVEYOR AND CONTRACTOR,
QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG.
A. B. C. Code, 4th Edition.
A. I. Code.
Lieber's Standard Code.

TELEPHONE 232.
Hongkong, 21st June, 1901. [1554]

THE

CHINA AND JAPAN

TELEPHONE AND ELECTRIC

COMPANY, LIMITED.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.—

EXCHANGE LINES.

880 Per Annum.

PRIVATE LINES.

\$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines less

more than average length.

ELECTRIC SUPPLIES OF EVERY

DESCRIPTION IN STOCK.

Including:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

Wire, &c., &c.

PRICE LISTS

ON

APPLICATION.

ELECTRIC BELL INSTALLATIONS

ERECTED AND KEPT IN

ORDER.

Estimates given for all kinds of Electrical

work.

Trained Mechanicians sent to Out-Ports to

fit up Installations if required.

For full particulars, &c., &c.,

Apply to

W. STUART HARRISON,

Manager.

Note Address:—No. 2, ICE HOUSE ROAD.

Hongkong, 18th January, 1898. [2359]

CHRISTMAS

PHOTOGRAPHIC VIEWS OF HONGKONG, CANTON, MACAO and PEKING
Mounted as CHRISTMAS and NEW YEAR CARDS, with CHINESE GREETINGS
Stamped in real Gold in Chinese Characters with English Translations.

MOTTOES:

A Merry Christmas and a Happy New Year
Plenty chances, larger gain;
Dollar come all same rate.
Wishing you Happiness and Longevity
Success Crown your Undertakings
My chin chin in Hongkong
Makee you happy and strong
Everything as you wish

福新賀恭
財發喜恭
長久壽福
遂順事諸
健力壯身
意如事事

FOR SALE AT

MESSRS. KELLY & WALSH, LD.
MESSRS. W. BREWER & CO.
AND OTHER STORES.

MESSRS. KRUSE & CO.
MESSRS. ACHEE & CO.
[2712]

RUPTURE RELIEVED AND
OFTEN CURED
PATENT TRUSS INVENTION.

The Lancet, October 3rd, 1885, says: "It is comfortable, adapts itself readily to the movement
of the body, and is very effective."
British Medical Journal, May, 1885, says: "It is a very ingenious and successful truss."
Medical Times and Hospital Gazette, 1885, says: "Hodges & Co. have for years past devoted
their attention and skill to the improvement of trusses, for the treatment of various kinds of
Hernia, following the principles laid down by Professor Wood, of King's College Hospital."

Particulars—
HODGES & CO., 89, COLLEGE STREET, CHELSEA, LONDON, S.W. [2702]

UNTOUCHED BY HAND.

MELLIN'S FOOD
For INFANTS and INVALIDS.
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.
[1503]

Put Log Cabin in your pipe and smoke it
Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2653-2]

NAVY CUT
A GENTLEMAN'S SMOKE
Supplied in Three Grades,
Mild Medium & Strong.
PACKED IN
AIR TIGHT VACUUM TINS
MANUFACTURED BY
THE AMERICAN TOBACCO CO. U.S.A.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked h, nearest Hongkong h, midway between Hongkong and Kowloon k, and those vessels berthed at the Kowloon Wharf k, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blakes Pier.
3. From Blakes Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	DUNDEE	Brit. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON	CAYENNE	Brit. str.	2 m.	W. Hayward, R.N.R.	BUTTERFIELD & SWIRE	On 29th inst.
LONDON	NESTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 2nd November, at Noon.
LONDON	MACHON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th November.
LONDON	ACHILLE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 16th November.
LONDON & ANTWERP VIA MARSEILLES, &c.	AWA MARU	Brit. str.	2 m.	E. Trent	BUTTERFIELD & SWIRE	On 1st Nov., at Daylight.
LIVERPOOL DIRECT	DARDANUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th November.
MARSEILLES &c., VIA PORTS OF CALL	IXION	Brit. str.	2 m.	Aubert	MESSAGERIES MARITIMES	On 15th December.
REMBERT, VIA PORTS OF CALL	SALAZAR	Ger. str.	2 m.	W. Franko	MESSAGERIES MARITIMES	On 31st inst., at 1 p.m.
HAVRE & HAMBURG	SACHSEN	Ger. str.	2 m.	Zurhousen	HAMBURG-AMERIKA LINIE	On 2nd November.
HAVRE, BREMEN & HAMBURG	SEOWIA	Ger. str.	2 m.	Forer	HAMBURG-AMERIKA LINIE	On 16th November.
HAVRE & HAMBURG	MARIUB	Ger. str.	2 m.	Zacharias	HAMBURG-AMERIKA LINIE	On 30th November.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Borek	HAMBURG-AMERIKA LINIE	On 14th December.
HAVRE & HAMBURG	NUERNBERG	Ger. str.	2 m.	Brehmer	HAMBURG-AMERIKA LINIE	On 28th December.
HAVRE & HAMBURG	SERBIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 11th January, 1902.
NEW YORK VIA PORTS & SUEZ CANAL	SATSUNA	Brit. str.	2 m.		DODWELL & CO. LIMITED	On 25th inst.
NEW YORK	MANUEL LAGUNA	Brit. str.	2 m.		SHEWAN, TOMES & CO.	On or about 25th inst.
NEW YORK VIA SUEZ CANAL	CLAYDEDALE	Brit. str.	2 m.		CARLWITZ & CO.	On 12th November.
NEW YORK VIA SHANGHAI, &c.	ADANA	Brit. str.	2 m.	O. P. Marshall, R.N.R.	SHEWAN, TOMES & CO.	On 5th November.
VANCOUVER VIA SHANGHAI, &c.	EMPIRE OF INDIA	Brit. str.	2 m.	E. Beetham, R.N.R.	CANADIAN PACIFIC R. CO.	On 26th Nov., at Noon.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	GLACIUS	Brit. str.	2 m.	W. Frakes	DODWELL & CO. LIMITED	On 6th November.
VICTORIA (B.C.), SEATTLE & TACOMA	ODAPACK	Brit. str.	2 m.	J. Barber	DODWELL & CO. LIMITED	On 1st November.
SAN FRANCISCO VIA MOJI	DORIC	Brit. str.	2 m.		TOYO DENREI KAISHA	Quick despatch.
SAN FRANCISCO VIA SHANGHAI, &c.	NIHON MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 29th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	SCRATTOLE	Brit. str.	2 m.	A. E. Moses	BUTTERFIELD & SWIRE	On 30th inst.
SAN DIEGO, &c., VIA MOJI, &c.	YAWATA MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-day, at 4 p.m.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	2 m.	D. C. Gregor, R.N.R.	DODWELL & CO. LIMITED	On or about 3rd November.
YOKOHAMA & KOBÉ	KURDISTAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 9th November.
YOKOHAMA VIA SHANGHAI & KOBÉ	BORNEO	Brit. str.	2 m.		P. & O. S. N. Co.	On or about 26th inst.
TIENTSIN	KWANGTUNG	Brit. str.	2 m.	R. T. Cook, R.N.R.	SIEMSEN & CO.	On 28th inst., at 5 p.m.
SHANGHAI	PARANATTA	Brit. str.	2 m.	Eichbaum	BUTTERFIELD & SWIRE	On 28th inst.
SHANGHAI & HANKOW DIRECT	WOOSUNG	Brit. str.	2 m.	G. W. Cookman, R.N.R.	P. & O. S. N. Co.	On 28th inst., at Noon.
SHANGHAI	MAZAGON	Brit. str.	2 m.	K. Suzuki	MITSUBI BUSSAN KAISHA	On 6th Nov., at Daylight.
SHANGHAI	MAIDUIC MARU	Brit. str.	2 m.	S. Atsumi	MITSUBI BUSSAN KAISHA	On 27th inst.
ANPING VIA SWATOW & AMOY	ANPING MARU	Brit. str.	2 m.	T. Ogata	SHEWAN, TOMES & CO.	To-day, at 5 p.m.
FOOCHOW VIA SWATOW & AMOY	DAIJIN MARU	Brit. str.	2 m.	J. E. McArthur	SHEWAN, TOMES & CO.	To-day, at 4 p.m.
TAMSAI VIA SWATOW & AMOY	PELLA	Brit. str.	2 m.	A. E. Moses	SHEWAN, TOMES & CO.	To-morrow, at 4 p.m.
MANILA DIRECT	YAWATA MARU	Brit. str.	2 m.	McGinty	BUTTERFIELD & SWIRE	On 10th November.
MANILA VIA AMOY	ESPERADA	Brit. str.	2 m.	K. Kori	NIHON YUSEN KAISHA	To-day, at 4 p.m.
MANILA VIA SINGAPORE & COLOMBO	KAGOSHIMA MARU	Brit. str.	2 m.	Todd	JARDINE, MATHESON & CO.	To-morrow, at 2 p.m.
SINGAPORE, PENANG & CALCUTTA	SOISANG	Brit. str.	2 m.			

SHIPPING.

ARRIVALS.
Oct. 23, Amigo, German str., 820, Hansen, Saigon 12th October via Hoihow 22nd, Rice.—CHINESE.
Oct. 23, FLANDRIA, German str., 1,250, F. Eichbaum, Shanghai 20th Oct., General.
Oct. 24, SUEVIA, British steamer, 2,751, A. L. Valentini, Shanghai 22nd Oct., Mails and General.—P. & O. S. N. Co.
Oct. 24, CHOYANG, British str., 1,194, Bowker, Canton 23rd October, General.—JARDINE, MATHESON & CO.
Oct. 24, FAUANG, British str., 1,410, T. A. Mitchell, Java 15th October, Sugar.
Oct. 25, JACOB DIEZEL, German str., 623, Sargant, Pakhoi via Hoihow 21st October, General.—JESSEN & CO.
Oct. 25, KURDISTAN, British str., 1,929, E. H. Todd, Manila 20th Oct., Ballast.—DODWELL & CO. LIMITED.
Oct. 24, MAZAGON, British str., 3,279, C. W. Cockman, R.N.R., Singapore 18th October, General.—P. & O. S. N. Co.
Oct. 24, SHANTUNG, German str., 1,064, H. Rabbelmund, Manila 20th Oct.—MELCHERS & CO.
Oct. 24, TAKASAGO, British str., 977, Baker, Bangkok 17th Oct., Rice and Meal.—JARDINE, MATHESON & CO.
Oct. 24, WONGKONG, German str., 1,115, W. Bartling, Hoihow 23rd Oct., General.—BUTTERFIELD & SWIRE.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
24th October.

Amigo, German str., for Chemulpo.
Anping Maru, Japanese str., for Swatow.
Australia, British str., for Australia.
China, German str., for Suifu.
FLANDRIA, German str., for Canton.
Fooksang, British str., for Ningpo.
Hitachi Maru, Japanese str., for Kobe.
Hongkong, British str., for Amoy.
Kalgan, British str., for Shanghai.
Luerke, British str., for Moji.
Nee, British str., for Hongkong.
Radnorshire, British str., for Swatow.
Thales, British str., for Nagasaki.
Tosa Maru, Japanese str., for Nagasaki.

DEPARTURES.

24th October.
AMIGO, German str., for Chemulpo.
AUSTRALIA, British str., for Australia.
BREMEN, British str., for Kolschlag.
DEWAKOKE, German str., for Bangkok.
FLANDRIA, German str., for Canton.
FOOKSANG, British str., for Ningpo.
HANOI, French str., for Hoihow.
INDEPENDENT, German str., for Chefoo.
LAKEBES, British str., for Shanghai.
LOYAL, German str., for Hoihow.
RADNORSHIRE, British str., for Hongkong.
TOSA MARU, Japanese str., for Nagasaki.

VESSELS IN DOCK.

23rd October.
ABERDEEN DOCKS.—Penshell.
KOWLOON DOCKS.—Canton River, Eleono, Cebu, H.M.S. Argonaut, Tsiman, H. J. Abrecht, COSMOPOLITAN DOCK.—Doric.

SHIPPING REPORTS.

The British steamer Maizon, from Singapore 18th inst., experienced moderate to strong N.E. monsoon.
The British steamer Takung, from Bangkok 17th inst., had moderate westerly wind and squally weather to Padarn; thence to port strong N.E. wind and heavy head sea.
The British steamer Fookang, from Java 15th inst., had light S.W. air and smooth sea to Natuna Island; thence to Pameles light to moderate northerly wind and cloudy weather; from thence to port strong N.E. monsoon and dull, overcast weather.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG"

Captain Todd, will be despatched as above TO-MORROW, the 26th inst., at 2 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 24th October, 1901.

VESSELS ON THE BERTH

NIHON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship.

"YAWATA MARU"

3,873 tons gross, Captain A. L. Valentini, will be despatched for the above port TO-DAY, the 25th inst., at 4 p.m.

This new Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight and Passage, apply to A. S. MIHARA, Manager.

Hongkong, 17th October, 1901.

2653

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship

"PERLA"

Captain J. E. McArthur, will be despatched as above TO-DAY, the 25th inst., at 5 p.m.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 22nd October, 1901.

2693

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILL OF LADING ISSUED FOR BATAVIA, PERKIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BENGAL"

Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 26th October, at Noon, taking passengers and cargo for the above ports.

Silk and Valued, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 14th October, 1901.

1

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIJIN MARU"

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 27th inst.

For Freight or Passage, apply to THE MITSUBI BUSSAN KAISHA, Agents.

Hongkong, 21st October, 1901.

17

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"SATSUNA" On 28th October.

"KURDISTAN" On 5th November.

"LENNOX" On 20th November.

"RICHMOND CASTLE," End of November.

"OBONSAY"

"HILLGLEN"

"LOWTHER CASTLE"

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 24th October, 1901.

1739

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
GLENOCLE	3,750	W. Frakes	November 1st
CHRYSEIS	3,325	J. Barber	November 14th
BRAMER	3,601	W. Watt	November 26th
WYFIELD	3,235	G. Cartner	December 10th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First-class Table, Doctor and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA TO NEW YORK in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £25.

The best route to the KLONDIKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Ports on application.

A Special Rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.

Hongkong, 2nd October, 1901.

11

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"TARTAR," 4,425 Tons, Comdr. E. Beetham, R.N.R., WEDNESDAY, 6th Nov., 1901.

"EMPERESS OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 20th Nov., 1901.

"ATHENIAN," 3,882 Tons, Capt. H. Mowatt, WEDNESDAY, 4th Dec., 1901.

"EMPERESS OF JAPAN," Comdr. H. Pyles, R.N.R., WEDNESDAY, 18th Dec., 1901.

"EMPERESS OF CHINA," Comdr. E. Archibald, R.N.R., WEDNESDAY, 15th Jan., 1902.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, or additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steamer.

The "TARTAR" takes First Class and Steamer Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 1st October, 1901.

10

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	PARRAMATTA	About 26th October	Freight or Passage.
LONDON, &c.	BENGAL	Noon, 26th October	See Special Advertisement.
SHANGHAI	MAZAGON	Noon, 28th October	Freight only.
LONDON	CEYLON	Noon, 2nd November	Freight or Passage.
YOKOHAMA VIA SHANGHAI AND KOBÉ	BORNEO	About 3rd November	Freight or Passage.
(Passing through the Inland Sea)	D. C. Gregor, R.N.R.	November	

PASSENGER SEASON 1902.

For MARSEILLES, PLYMOUTH, ORIENTAL, 5,234 Tons, 29th March.
and LONDON DIRECT, MALTA, 6,054 Tons, 12th April.
Without Transshipment.
For Further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 14th October, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BAMBERG	HAVRE & HAMBURG	On 2nd Nov. Freight.
Capt. Zurhousen	(Calling at Singapore and Colombo)	
SEGOWIA	HAVRE, BREMEN & HAMBURG	On 16th Nov. Freight.
Capt. Forer	(Calling at Singapore and Penang)	
MARBURG	HAVRE & HAMBURG	On 30th Nov. Freight.
Capt. Zacharias	(Calling at Singapore and Colombo)	
SUEVIA	HAVRE & HAMBURG	On 14th Dec. Freight.
Capt. Borek	(Calling at Singapore and Penang)	
NUERNBERG	HAVRE & HAMBURG	On 28th Dec. Freight.
Capt. Mayor	(Calling at Singapore and Colombo)	
SEBILIA	HAVRE & HAMBURG	On 11th Jan. Freight.
Capt. Brehmer	(Calling at Singapore and Penang)	

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"MACHAON"	On 25th October.
GLASGOW and LIVERPOOL	"PELOPS"	On 26th October.
GLASGOW and LIVERPOOL	"ACHILLES"	On 8th November.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 15th November.
GLASGOW and LIVERPOOL	"IXION"	On 21st November.
HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"CALCHAS"	On 26th October.
LONDON	"NESTOR"	On 14th November.
LONDON	"MACHAON"	On 25th November.
LONDON	"ACHILLES"	On 10th December.
LIVERPOOL DIRECT	"DARDANUS"	On 15th November.
LIVERPOOL DIRECT	"IXION"	On 15th December.

The S.S. "MACHAON" left Singapore for this port on the 19th inst., at Noon, and may be expected here on the 25th inst.
The S.S. "PELOPS" left Singapore for this port on the 20th inst., and may be expected here on the 26th inst.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 21st October, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR SHANGHAI		
STEAMERS	TO SAIL	
"WOOSUNG"	On 23rd October.	
"KWEIYANG"	On 19th November.	
"CHANGSHA"	On 10th November.	

PORT DARWIN, THURSDAY, 25th October, 1901.
ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.
The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st October, 1901.

FOR NEW YORK.

THE 3/3 A II American Ship
"MANUEL LAGUNA"
will load during October, sailing about 25th October.
For Freight, apply to
SHAW, TOMES & CO.
Hongkong, 19th July, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATOCHESE, TOPEKA AND SANTA FE
RAILROAD CO.
PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.
TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU,
THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "STRATHGYLE" ... On 30th October.
S.S. "KADEN" ... On 1st December.
S.S. "THYRA" ... On 20th December.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOBI, KOBE, YOKOHAMA and HAKODATE, on WEDNESDAY, the 30th October.
Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

Note: This steamer will also call at HAKODATE on her way from Yokohama to San Diego.

For further information, apply to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.

Hongkong, 24th October, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE
TO
VICTORIA (B.C.), SEATTLE AND
TACOMA.

THE Steamship
"OOPACK"
3,838 Tons, Commanded by Captain, is due here on 4th November and will have quick despatch.

For Rates of Freight and Further Particulars, apply to
JARDINE, MATHESON & CO.
Agents,
Hongkong, 23rd October, 1901.

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"ADANA,"
will be despatched for the above port on or about 24th November.

To be followed by the Steamship
"ARAMA,"
on or about 15th December, 1901.

For Freight, apply to
SHEWAN, TOMES & CO.
Hongkong, 21st October, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.
THE Company's Steamship
"ANPING MARU,"
Captain S. Aizumi, will be despatched for the above ports on WEDNESDAY, the 28th November.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents,
Hongkong, 23rd October, 1901.

VESSELS ON THE BERTH

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th November, at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.
"GAELIC"	SATURDAY, 14th December, at Noon.
"CHINA"	TUESDAY, 31st December, at Noon.

THE O. & O. S.S. Co.'s Steamship "DORIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, K. BE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 29th October, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines. Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,
ACTING AGENT.

Hongkong, 19th October, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).
THE Company's Steamship
"MAIDZURU MARU,"
Captain K. Sadaaki, will be despatched for the above ports on WEDNESDAY, the 30th instant.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents,
Hongkong, 17th October, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX.

ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 4th November, 1901, at 1 P.M., the Company's Steamship "SALAZIE," Captain Aubert, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the S.S. *Armand Bellet*, which vessel takes on her Passengers and Mails leaving that port on the 15th November direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 3rd November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN,
Acting Agent.

Hongkong, 23rd October, 1901.

A ON & CO.,

PHOTOGRAPHERS AND PORTRAIT PAINTERS.
All kinds of Oil Paintings and Photographic Enlargements.
35A, TOP FLOOR, QUEEN'S ROAD CENTRAL.
Opposite to Chas. J. Gaupp & Co.
Hongkong, 20th March, 1901.

AMERICAN SYSTEM

OF
DENTISTRY
AT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW
(LATE OF POATE & NOBLE).
Hongkong, 15th September, 1899.

NOTICES TO CONSIGNEES

FROM HAMBURG, ANTWERPEN, PENANG AND SINGAPORE.
THE N.D.L. Steamship

"MARBURG,"
Captain Zacharias, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, where they will be examined on the 25th inst., at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by
SHEWAN TOMES & CO.
Agents.

Hongkong, 19th October, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"LAERTES"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 24th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 30th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 31st instant.

No Fire Insurance has been effected. Bills of Lading will be countersigned by
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 22nd October, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI, SHANGHAI AND PORT ARTHUR.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 21st October, 1901.

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"HITACHI MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. To-day, 23rd inst.

Goods not cleared by the 30th inst. will be subject to rent.

No Fire Insurance will be effected. All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 2nd proximo, or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA,
Hongkong, 23rd October, 1901.

STEAMSHIP "ANNAM."

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London and Havre ex S.S. *Pei Ho*, and from Bordeaux ex S.S. *Ville de Lorient* and *Ville de Marseille* in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded or unless intimation is received from the Consignees before Noon, To-day, the 21st inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 22nd inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to us on or before the 25th inst., or they will not be recognized. All damaged packages will be examined on MONDAY, the 25th inst., at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by
P. DE CHAMPMORIN,
Acting Agent.

Hongkong, 21st October, 1901.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON AND STRAITS.

THE Steamship

"PEMBROKE,"
Captain Kennedy, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 2 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by
SHEWAN TOMES & CO.
Agents.

Hongkong, 19th October, 1901.

HONGKONG STEAMERS.

Aileen Craig, Brit. str., 2,168, Robertson, Oct. 20.
M. B. Kaisha

Anping Maru, Jap. str., 1,058, Atsumi, Oct. 23.
Mitsui Bussan Kaisha

Bongal, British str., 2,751, Valentini, Oct. 24.
P. & O. S. N. Co.

Bygde, Norwegian str., 771, Carlson, Oct. 9.
Sunder, Wierle & Co.

Cohn, Amr. str., 618, Inclusion, Sept. 29.
Brand & Co.

Chas. Rogier, Brit. str., 1,292, Smith, Sept. 8.
Japanese

China, German str., 1,113, Krabben, Oct. 20.
East Asiatic Trading Co., Ltd.

Chowin, German str., 1,955, Musting, Oct. 20.
Melchers & Co.

Choyang, British str., 1,194, Bowker, Oct. 22.
Jardine, Matheson & Co.

Decima, German str., 794, Schalkier, Oct. 22.
Siemens & Co.

Dordogne, French str., 3,723, Vedene, Oct. 18.
Messageries Maritimes

Doric, British str., 4,575, Smith, Oct. 18.
O. & O. S. S. Co.

Eleono, American str., 510, Altona, Sept. 3.
Brand & Co.

Esmeralda, British str., 966, McGinty, Oct. 20.
Shewan, Tomes & Co.

Fansang, British str., 1,410, Mitchell, Oct. 24.
Jardine, Matheson & Co.

Hinsang, British str., 1,536, Lake, Oct. 22.
Jardine, Matheson & Co.

Hitaichi Maru, Jap. str., 3,829, Butler, Oct. 23.
Nippon Yusen Kaisha

Hongkong, British str., 2,555, Dawson, Oct. 22.
Chinese

Jacob Diederichsen, Ger. str., 623, Schalkier, Oct. 24, Jensen & Co.

Kagoshima Maru, Jap. str., 2,731, Kori, Oct. 10.
Nippon Yusen Kaisha

Kalapa, British steamer, 1,158, Speed, Oct. 18.
Butterfield & Swire

Kolschlag, German str., 1,291, Leuss, Oct. 23.
Butterfield & Swire

Kurdistan, British str., 1,929, Todd, Oct. 24.
Dodwell & Co., Limited

Mazang, British str., 3,279, Cockman, Oct. 24.
P. & O. S. N. Co.

Michael Jensen, Ger. str., 710, Jensen, Oct. 23.
Jensen & Co.

Ness, British steamer, 1,961, Pearl, Oct. 21.
Mitsui Bussan Kaisha

Pax, Belgian steamer, 1,207, Damster, Oct. 23.
Melchers & Co.

Pembroke, Brit. str., 2,769, Kennedy, Oct. 19.
Shewan, Tomes & Co.

Perla, British str., 1,234, McArthur, Oct. 22.
Shewan, Tomes & Co.

Progress, German str., 687, Meyer, Oct. 23.
Siemens & Co.

Salah, Dutch str., 1,235, Zwart, Oct. 17.
Mitsui Bussan Kaisha

Shakao Maru, Jap. str., 2,064, Fujita, Oct. 21.
Japanese

Shantung, Ger. str., 1,684, Reibelmund, Oct. 24.
Melchers & Co.

Suifu, British str., 1,776, Tadd, Oct. 19.
Jardine, Matheson & Co.

Tacoma, British str., 2,811, Dixon, Oct. 21.
Dodwell & Co., Limited

Takung, British str., 977, Baket, Oct. 24.
Jardine, Matheson & Co.

Tartar, British str., 2,768, Bleetham, Oct. 22.
C. E. B. Co.

Thales, British steamer, 886, Robson, Oct. 22.
Douglas Lapruik & Co.

Tainan, British str., 1,460, Anderson, Oct. 15.
Butterfield & Swire

Wongkol, German str., 1,108, Hartling, Oct. 24.
Butterfield & Swire

Wuhu, British steamer, 1,250, Rohl, Oct. 20.
Butterfield & Swire

Yavuta Maru, Jap. str., 2,360, Moosa, Oct. 21.
Nippon Yusen Kaisha

HIS BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.

Alcidity, despatch boat, 1

